DEEPWATER News

MAY 2003

WASHINGTON DC

People...Partnership...Performance

Our vision:

By focusing on ***People*** working collaboratively in full ***Partnership***, we will achieve ***Performance*** for: "Keeping the U.S. Coast Guard the world's best ...properly equipped and fully prepared to meet every maritime challenge of the 21st Century."

CASA C CN235-300M SELECTED AS THE MARITIME PATROL AIRCRAFT (MPA)

Early May 2003, the Commandant of the U.S. Coast Guard, Admiral Thomas H. Collins confirmed that the CASA 235-300M is the all around best choice for the Medium Range Surveillance (MRS) Maritime Patrol Aircraft (MPA).

Concept imagery of the CASA 235-300M

The CASA CN235-300M was selected as the platform for the MPA for the Integrated Deepwater System (IDS) Program. The Maritime Patrol Aircraft is an integral part of the Coast Guard's plan for achieving maritime domain awareness and pushing our borders further out to sea.

The aircraft will assume some of the Coast Guard's medium-range surveillance and transport requirements, replacing the HU-25 fleet and some HC-130s.

The CASA 235-300M has the capability to perform aerial delivery for search and rescue equipment such as rafts, pumps and flares, and it can serve as an on-scene commander platform as it will be outfitted with the IDS Command and Control (C2) System. Coupled with its state-of-the-art C4ISR suite, the aircraft will be particularly effective at locating targets in a large search area and vectoring prosecution assets to the target.

The CASA aircraft is currently in the Concept and Technology Development phase. Delivery of two stock airframes is slated for early 2006 with modifications to the aircraft for Coast Guard use to be completed by late 2006. Follow-on orders for additional aircraft will be dependent on out-year funding. The fleet size will be decided as the Coast Guard determines the appropriate mix of MRS MPA and HC-130 aircraft necessary to meet the fleet's entire mission demands.

CASA 235-300M Specifications:

Length: 70' 3"

Wing Span: 84' 8"

Maximum Takeoff Weight: 36,380 lbs

Maximum Cruising Speed: 232 kias

Maximum Range: 2165 nm (MPA configured)

Maximum Endurance: 8.3 hrs (MPA configured)

Engines: 2

USCG CONDUCTS SHORT RANGE PROSECUTOR (SRP) PROTOTYPE TESTING

As part of a risk mitigation Strategy, ICGS required a RHIB prototype be provided for preliminary performance testing. During the four days in April, testing was conducted on a Zodiac 7.7 meter aluminum hull powered by a Yanmar 315 hp engine with Hamilton water jet drive. The testing was conducted at the Zodiac facility in Grasonville, MD, and at Coast Guard Station, Curtis Bay, MD culminating in an old fashion demonstration day.

As is often the case with early prototype testing, some performance characteristics were found to be out of specification. These items are currently under review. When changes are authorized, further testing will be conducted.

At least 40 individuals participated in the test event. The success of the event was directly attributable to the strong partnership formed by numerous participating activities. ICGS, Bollinger Ship Yard, Engineering Logistics Center, Coast Guard Station Curtis Bay, Developmental and Operational Test and Evaluation Team members, and the Zodiac SRP Management Team participated in the test.

SRP during trials conducted 22-25 April 2003

SRP Specifications:

Hull: Aluminum

Sponson: Inflatable

Length: 24' 6"

Beam, Overall: 9'

Weight, Hoist: 5,400 lbs

Speed, Normal: 36 kts

Speed, Full Load: 31.5 kts with 10 POB during demo

Propulsion: Waterjet Inboard Diesel

Power: 315 hp

Electric System: 12 VDC

INSIDE THIS ISSUE:

NAVY-COAST GUARD WORKING GROUP PURSUES COMMON SOLUTIONS

"Speed is everything," said RADM Patrick M. Stillman, Program Executive Officer for the Integrated Deepwater System. "That's one of the important reasons why the Coast Guard is working with the Navy to leverage its Littoral Combat Ship program with our design and development of Deepwater's Offshore Patrol Cutter."

RADM Stillman discussed the Deepwater program's expanded cooperation with the Navy during a joint appearance with his Navy counterpart, RADM Charles S. Hamilton III, Program Executive Officer, Ships, at a reception in Arlington, Va., on 21 May, sponsored by the Navy League's National Capital Council.

The Navy's Littoral Combat Ship (LCS) is envisioned as a small, fast, and highly networked warship optimized for versatility while operating in the world's littorals. Its speed and open-system "plug-and-play" architecture offer special appeal to the Coast Guard.

RADM Stillman and RADM Hamilton signed a Memorandum of Understanding in 2002 and formed a joint working group tasked to specify common technologies, systems, and processes critical to both the Navy's LCS and the design and development of the Coast Guard's National Security Cutter, Offshore Patrol Cutter, and their associated small boats.

This efforts supports the National Fleet agreement that requires each service to synchronize their multimission platforms, infrastructure, and personnel to provide the highest level of naval and maritime capability for the nation's investment.

Retired Navy RADM Mack Gaston, the Navy League's National Capital Council president, hosted the event. Approximately 70 guests attended as part of the Council's efforts to educate its members on issues of professional interest.

Artist's conception of a notional Littoral Combat Ship and the Coast Guard's Deepwater Offshore Patrol Cutter.

110– 123 CONVERSION UPDATE

The 110-123 conversions continue this summer with the second and third cutters arriving at Bollinger Shipyard in Lockport, LA. Modifications include the fitting of a stern ramp to enhance small boat launch compartments, a new galley, improved air-conditioning system and other enhancements that will improve quality of life for the crew.

CGC METOMPKIN arrives Bollinger **JUN 2003**

CGC PADRE arrives Bollinger **JUL 2003**

RECENT QUOTES

ADMIRAL THOMAS H. COLLINS STATEMENT BEFORE THE SUBCOMMITTEE ON COAST GUARD AND MARITIME TRANSPORTATION U. S. HOUSE OF REPRESENTATIVES

MAY 22, 2003

"The Integrated Deepwater System (IDS) is an integral part of every element of the Coast Guard's maritime homeland security (MHS) strategy and in balancing our non-MHS missions. MHS necessitates pushing America's maritime borders outward, away from ports and waterways so layered, maritime operations can be implemented. IDS provides a network-centric system of Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) that is critical for enhancing maritime domain awareness. Through common systems and technologies, common operational concepts, and a common logistics base, new and modernized IDS assets and equipment will provide increased capabilities, multi-mission readiness and availability, and Interoperability with the Department of Defense and other Department of Homeland Security agencies".

"President Bush has asserted that our aging assets and infrastructure must be re-capitalized. Based on the organization's current capacity levels and the required capabilities immediately needed for Homeland Security and the other missions the American public expects, the continued funding of Deepwater is imperative and the Coast Guard's highest capital priority".